

**FIG 1**

370

**FIG 3**

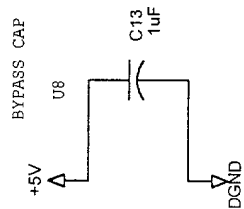
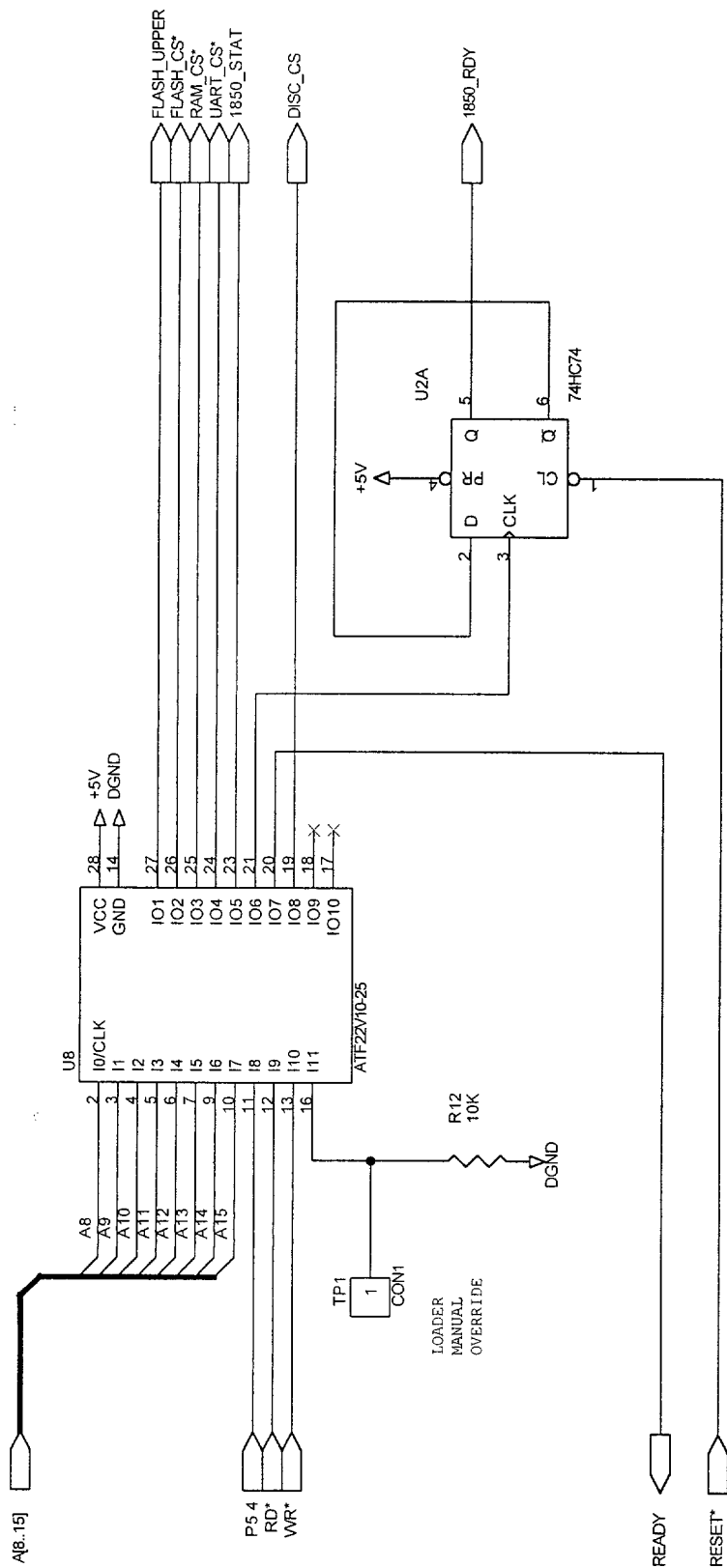
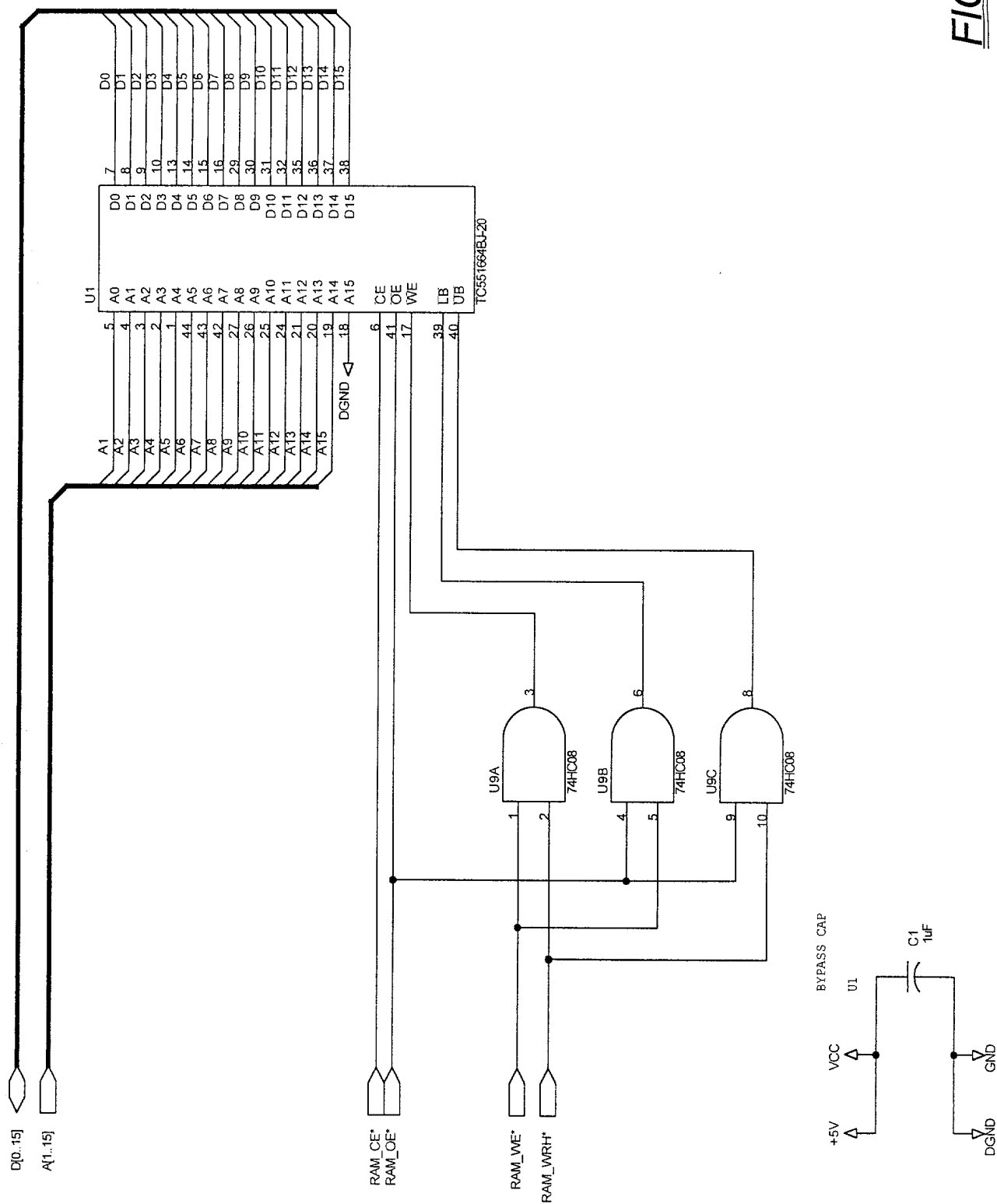
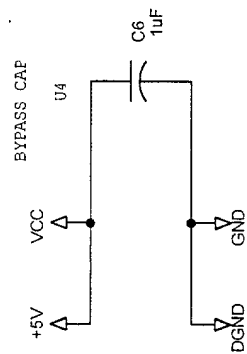
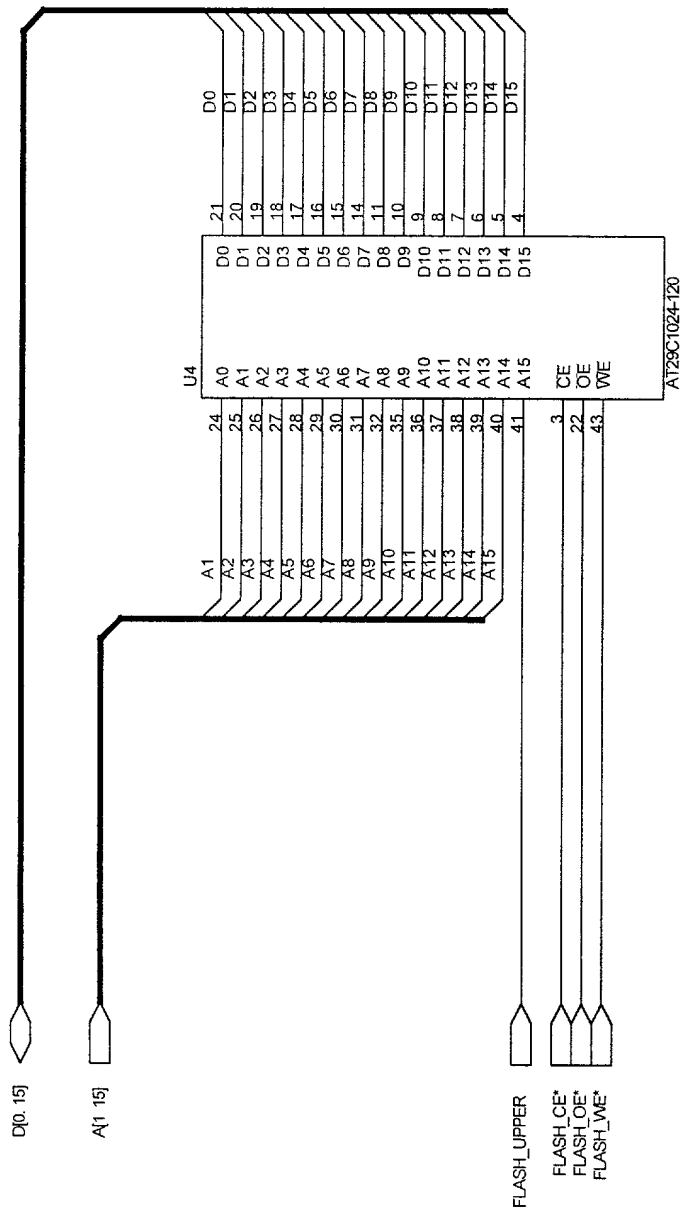


FIG 4

106280-00T21650



**FIG 5**



**FIG 6**

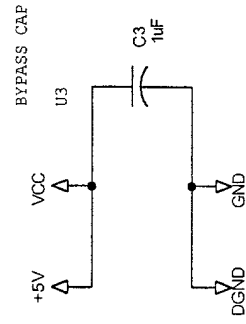
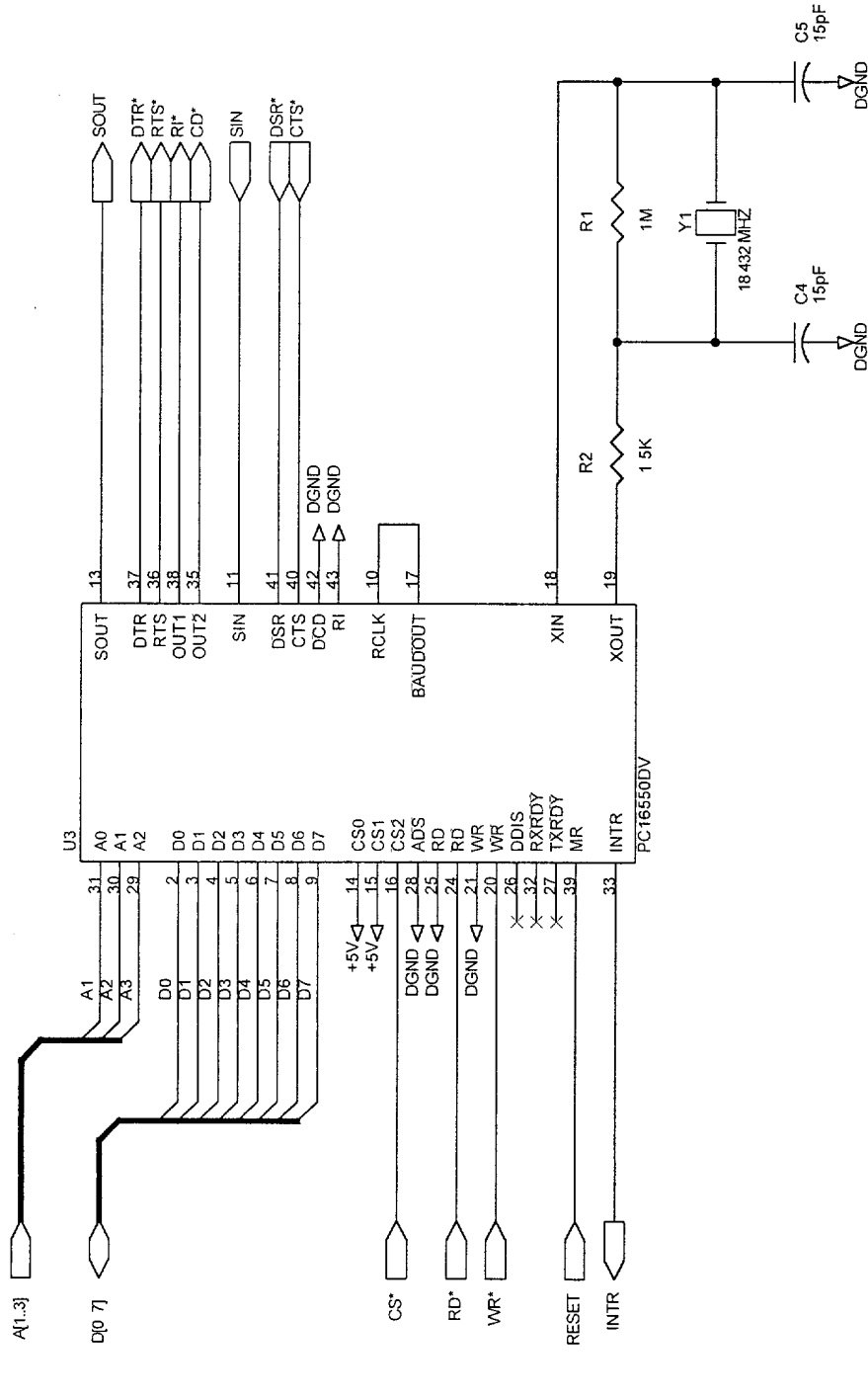


FIG 7

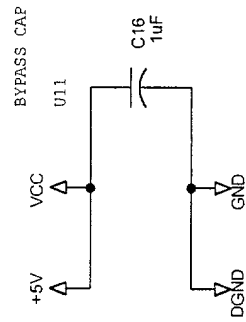
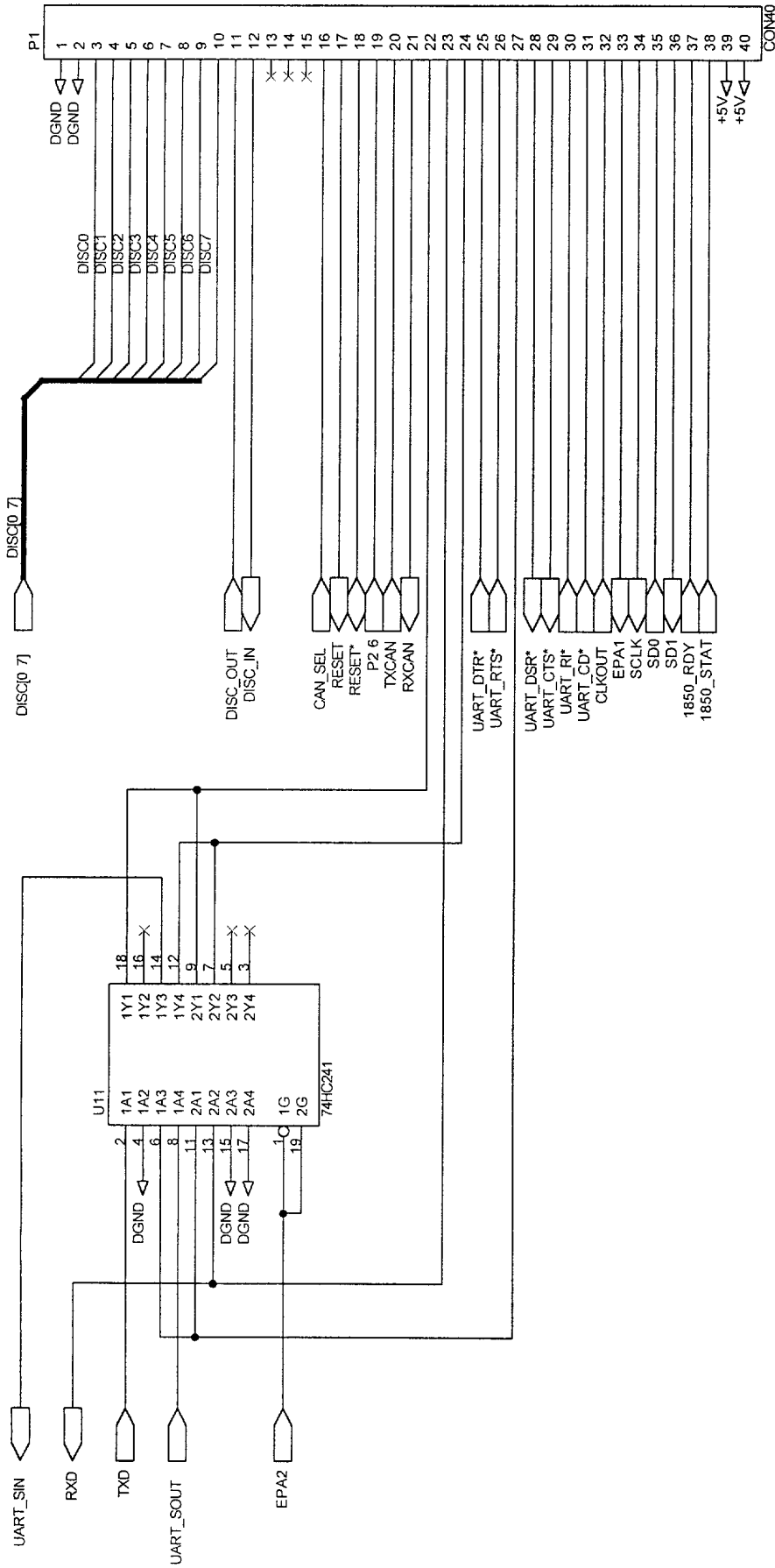


FIG 8



106220 0614660

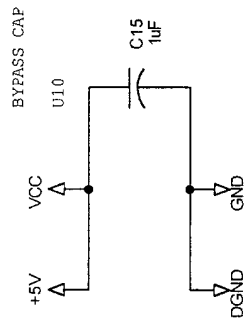
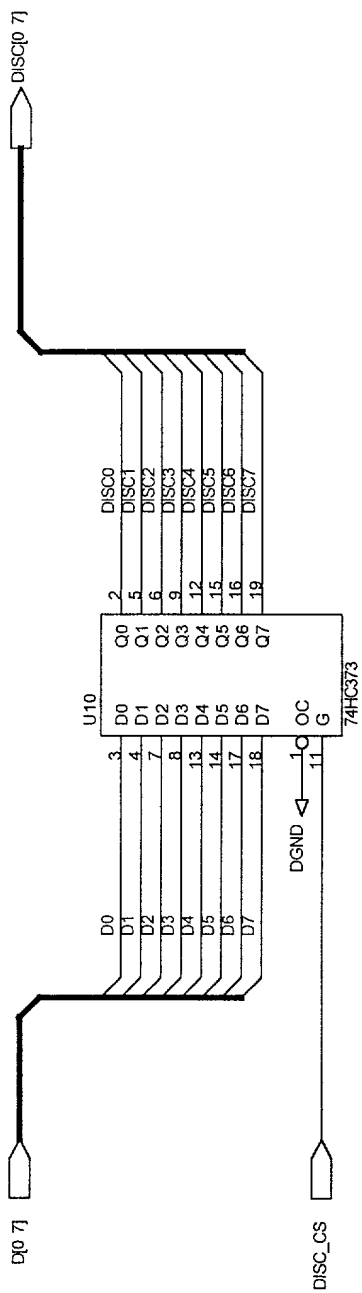
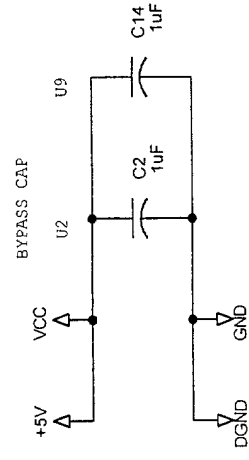
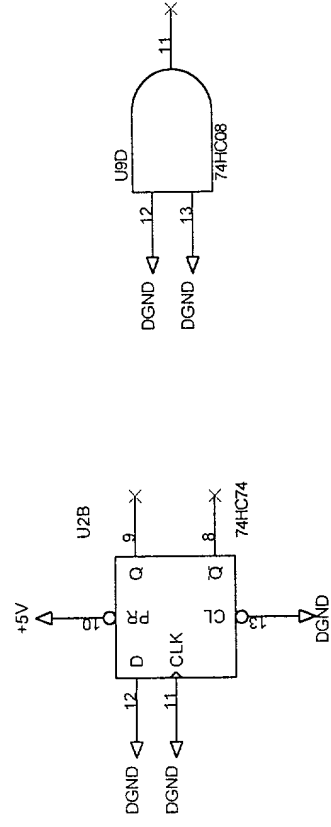


FIG 9



**FIG 10**



**FIG 11**

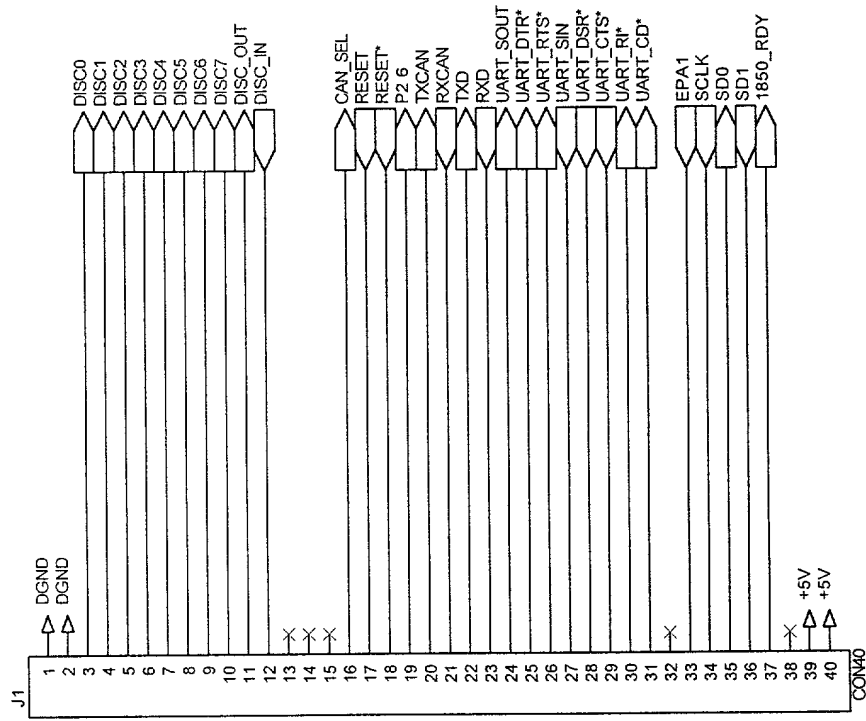
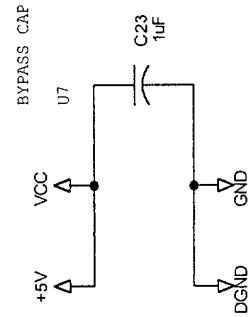
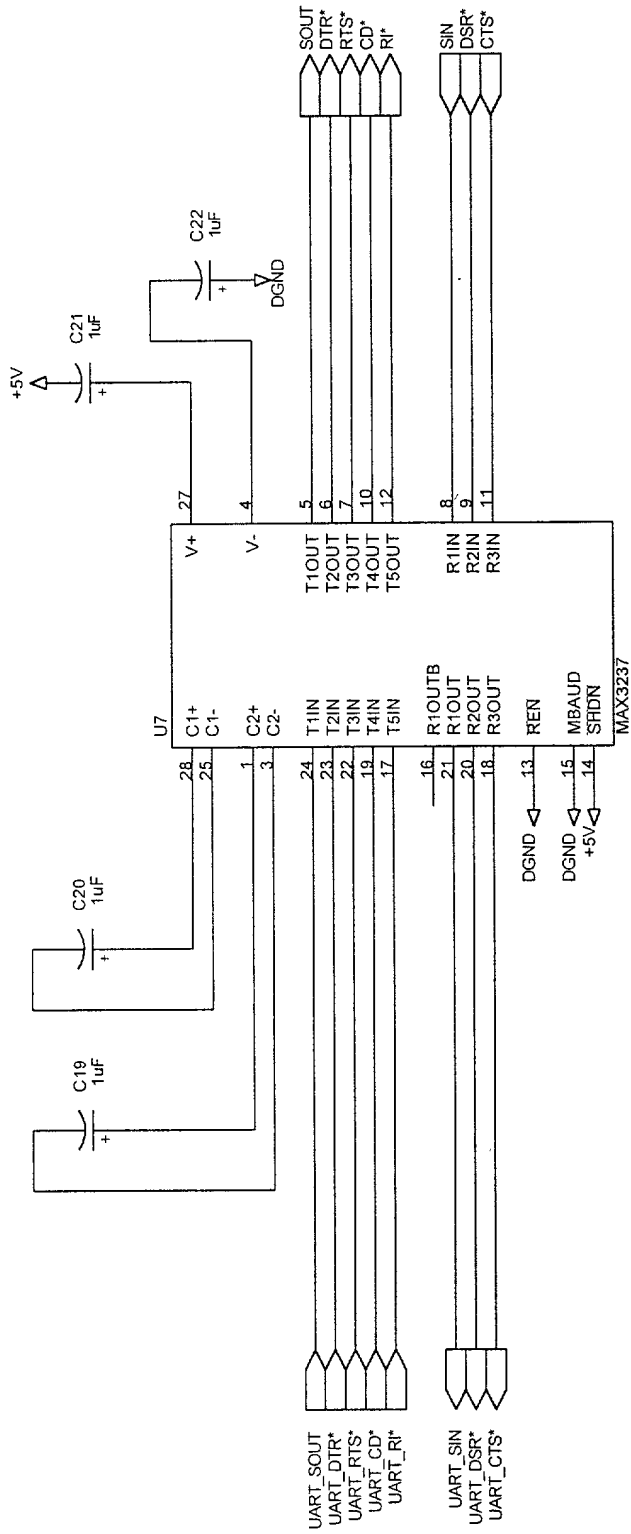
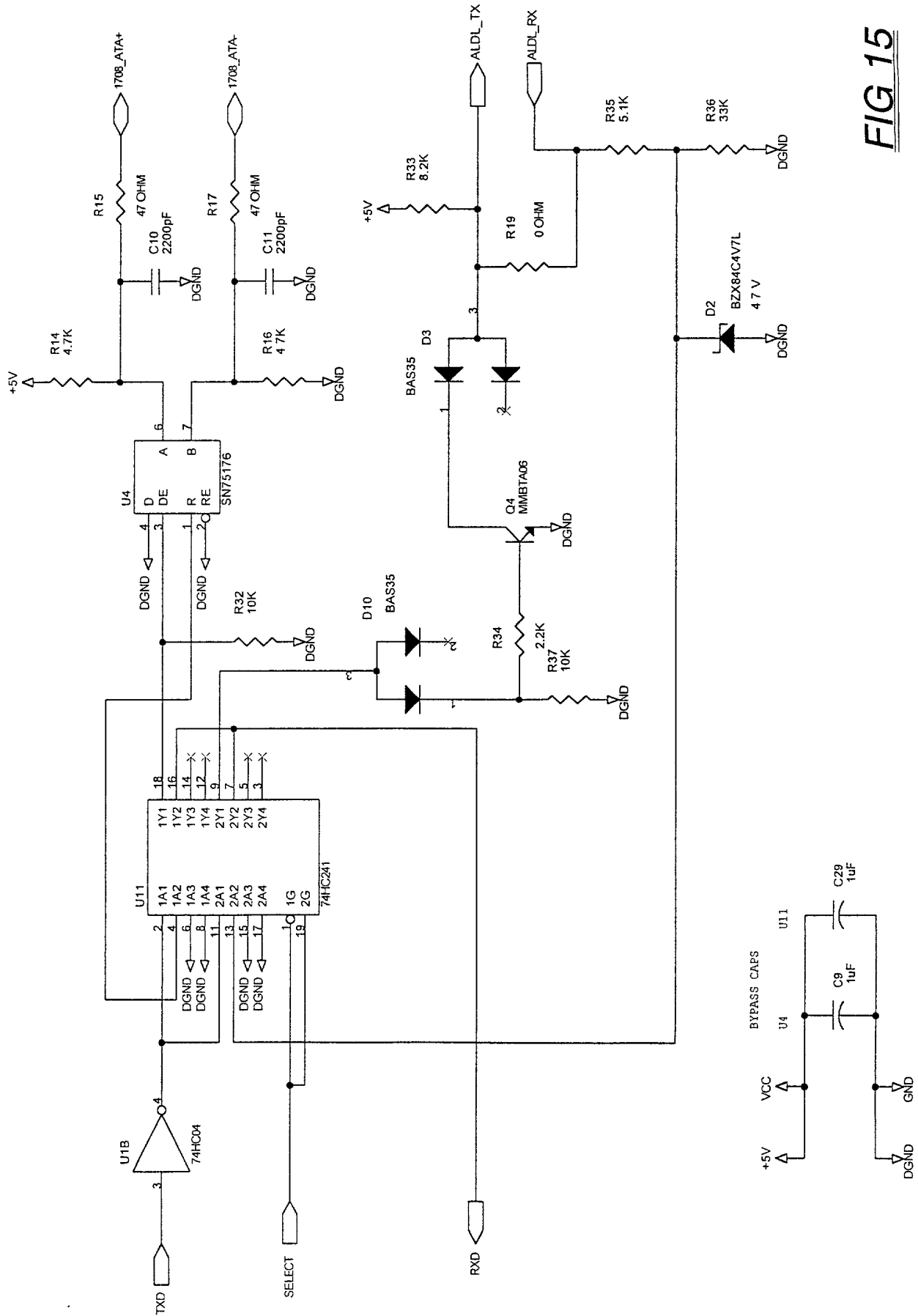


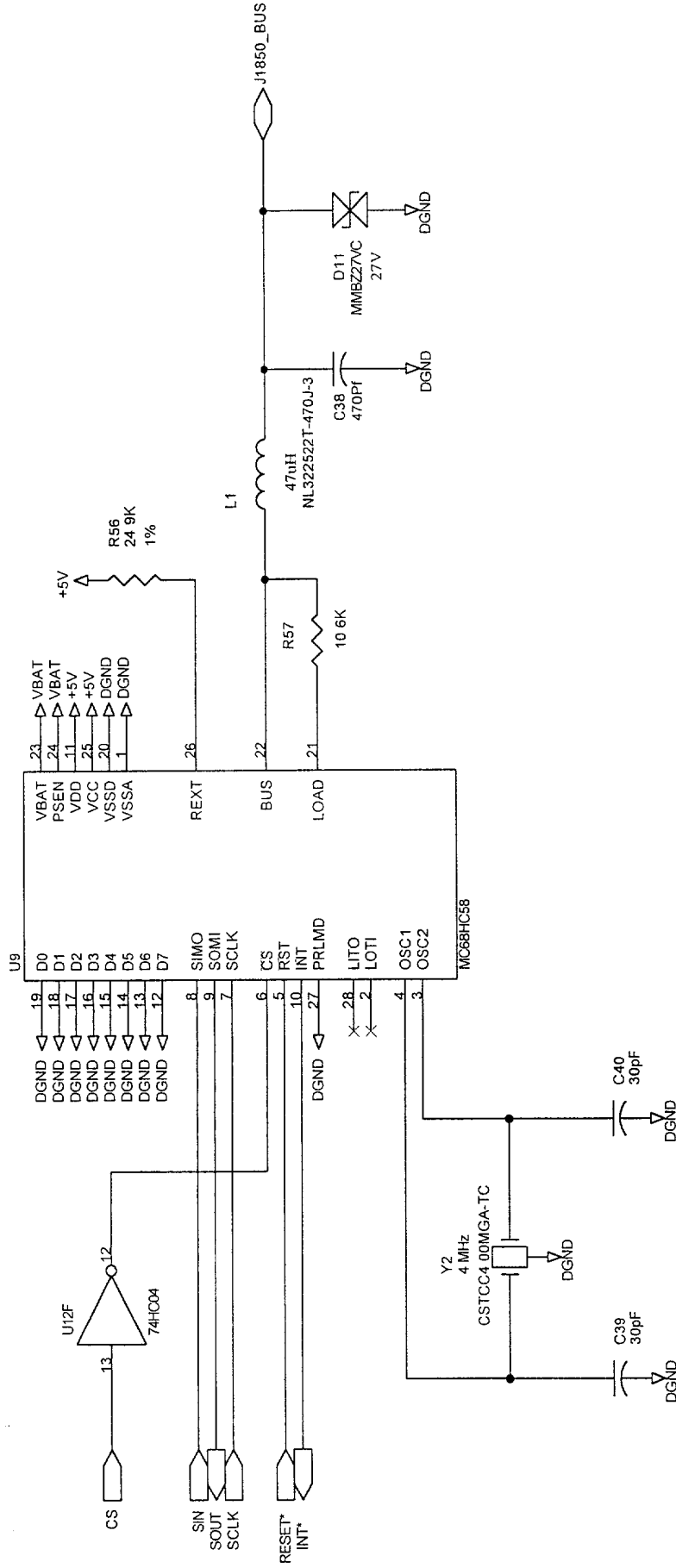
FIG 12



**FIG 13**

The schematic diagram illustrates a vehicle battery voltage monitoring system. It begins with a voltage divider (R21, R22) connected to the vehicle power source (VEH\_PWR). The signal is then processed by a buffer stage consisting of transistors Q1, Q2, and Q3. A Zener diode (D4) is used to provide a reference voltage. The LM2926T timer (U6) is configured to generate a pulse (U1A) which is connected to a RESET pin. Various capacitors (C14, C15, C16, C17, C18) are used for timing and filtering throughout the circuit.





BYPASS CAPS

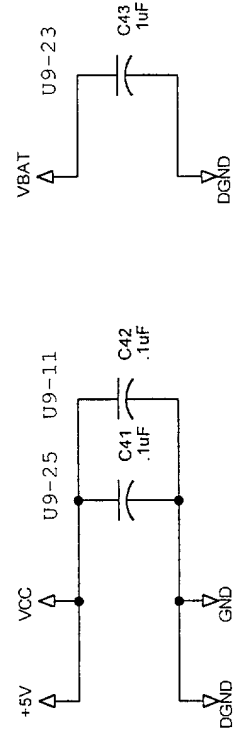


FIG 16



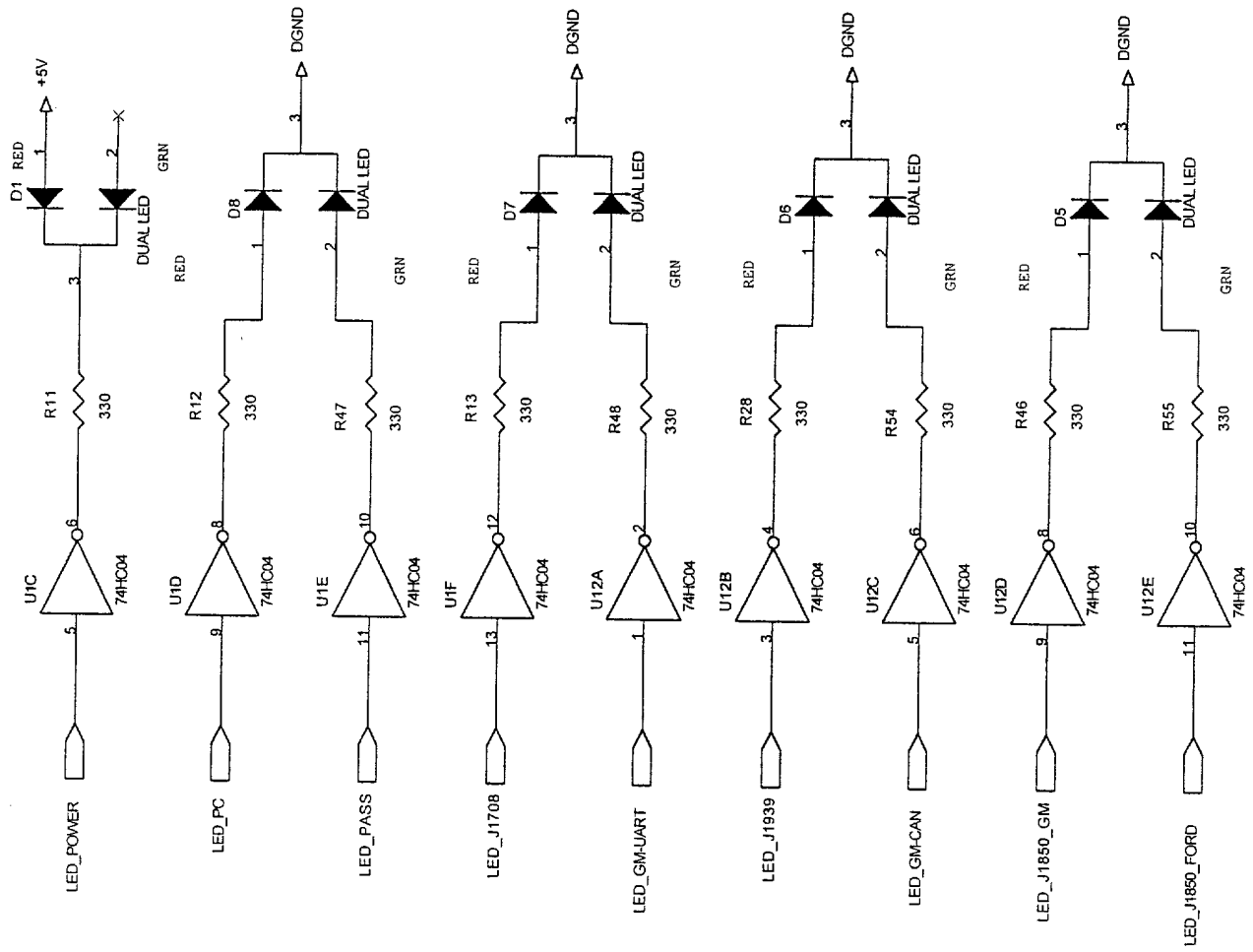
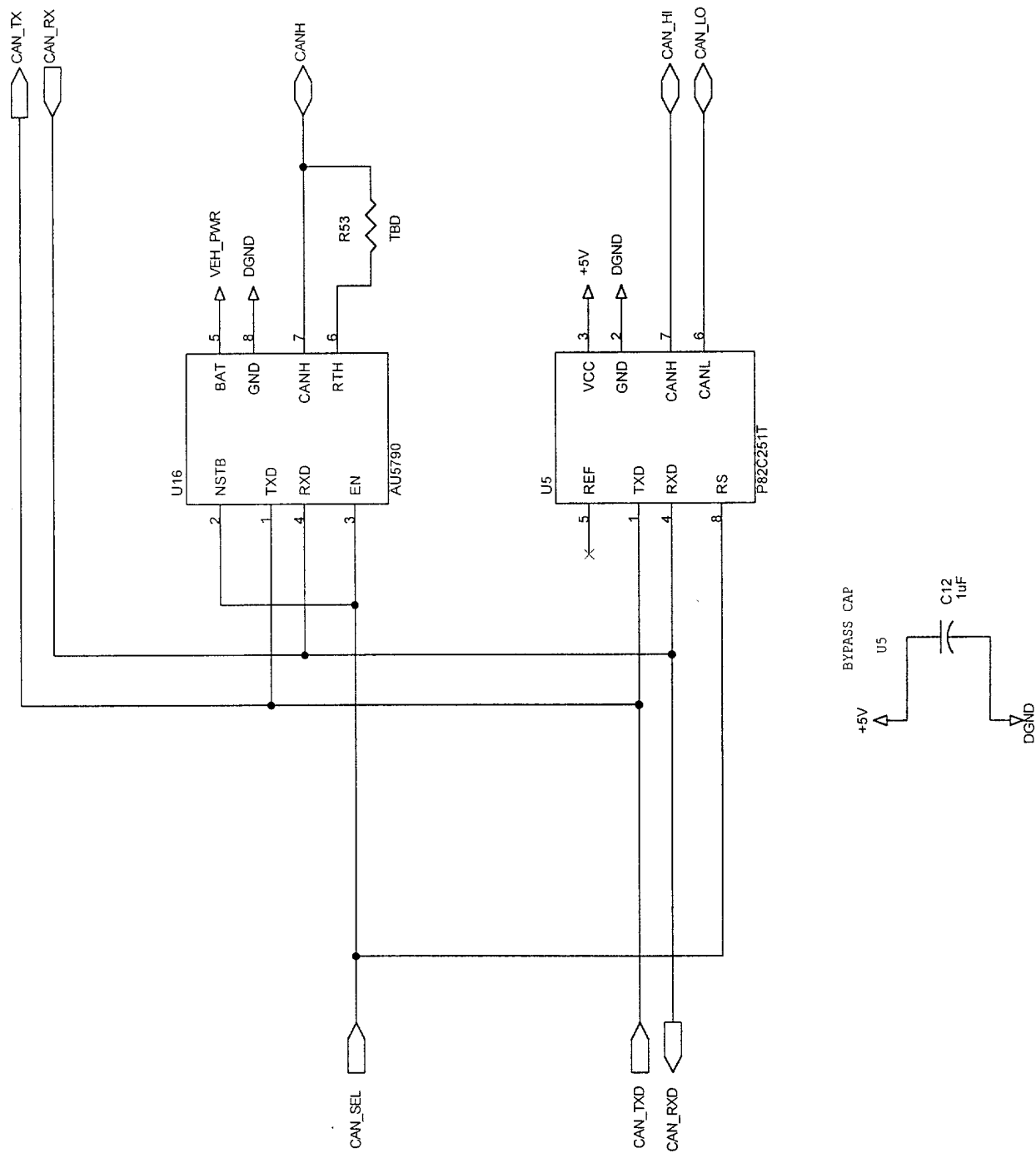


FIG 17

TABLE 16-10



**FIG 18**

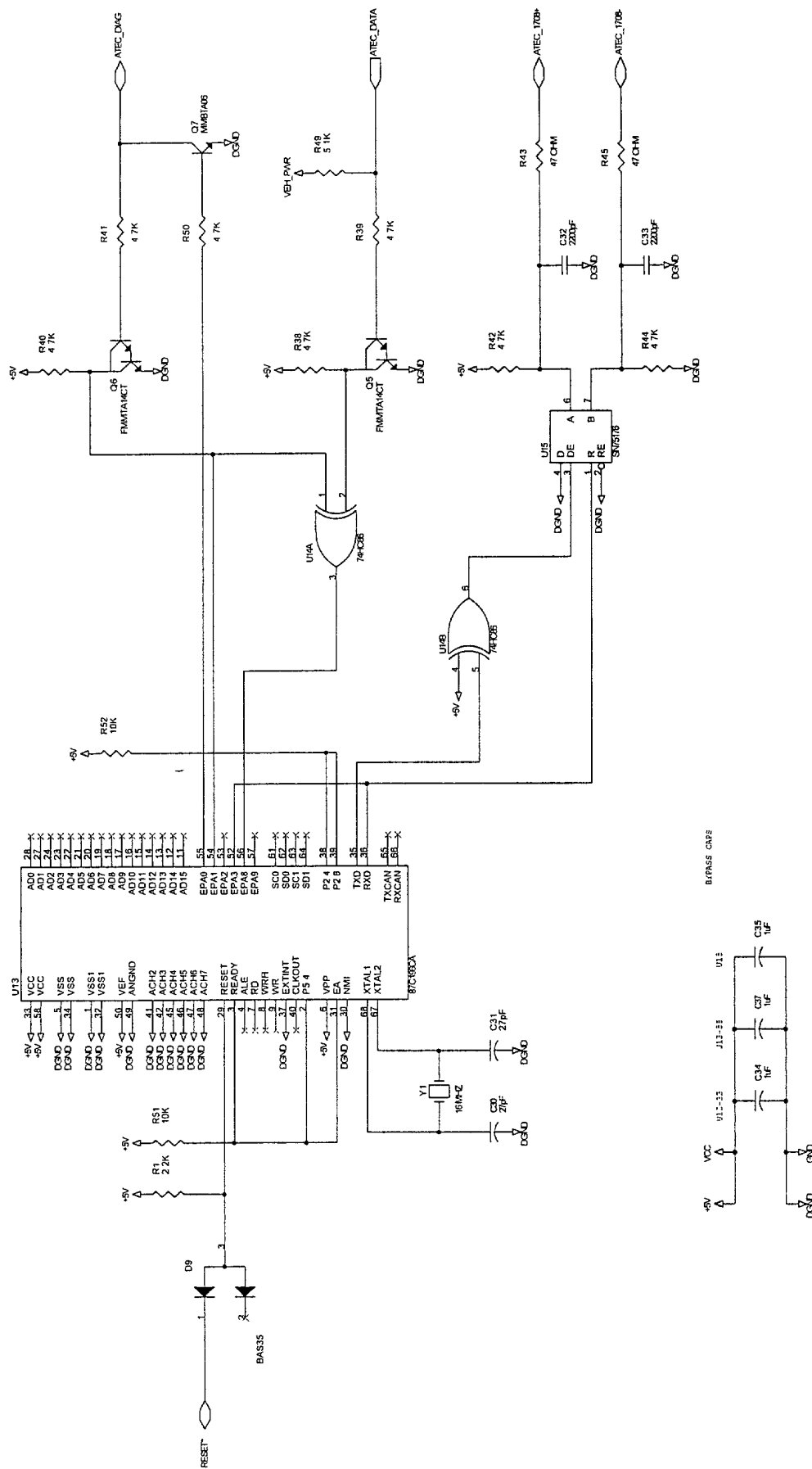
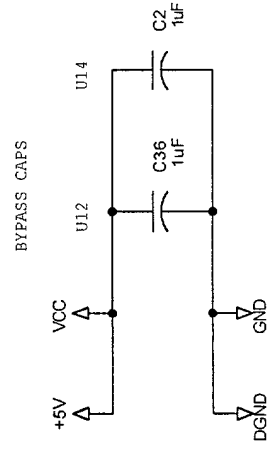
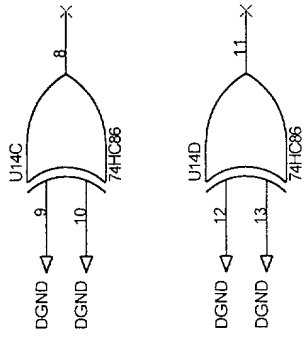


FIG 19

# TABLE 16.16.10



**FIG 20**

## FIG 21

**LED No. 1 (red)** - Black text, **Power**, indicates power on when illuminated.

## FIG 22

**LED No. 2** - Black text, **Mode**, plus red and green text as shown below:

Red text	Corresponding meaning for LED when illuminated (red)
<b>DPA</b>	Normal operation of the DPA unit. Flashes red only when serial communications with PC is occurring.
Green text	Corresponding meaning for LED when illuminated (green)
<b>PASS</b>	Normal DPA operation is suspended, and the protocol pass-through functionality is activated. Indicated by steady flashing green.
<b>Note:</b>	Alternating red/green indicates reflash (reprogramming) in progress.

## FIG 23

**LED No. 3** - Red and green text as shown below:

Red text	Corresponding meaning for LED when illuminated (red)
<b>J1939</b>	Dual-wire CAN is in operation: (J1939, Standard CAN or J2284 High-speed CAN) Flashes red when valid bus traffic is present.
Green text	Corresponding meaning for LED when illuminated (green)
<b>SW CAN</b>	Single-wire CAN is in operation: J2411 (if implemented). Flashes green for bus traffic.

## FIG 24

**LED No. 4** - Red and green text as shown below:

Red text	Corresponding meaning for LED when illuminated (red)
<b>J1850</b>	Chrysler J1850 protocol is in operation (if implemented). Flashes red for bus traffic.
Green text	Corresponding meaning for LED when illuminated (green)
<b>Class II</b>	GM Class II J1850 protocol is in operation. Flashes green for bus traffic.

## FIG 25

**LED No. 5** - Red and green text as shown below:

Red text	Corresponding meaning for LED when illuminated (red)
<b>J1708</b>	J1708 protocol is in operation. Flashes red for bus traffic
Green text	Corresponding meaning for LED when illuminated (green)
<b>UART</b>	One of several UART protocols is in operation: GM Class I (ALDL), ISO 9141-2, ISO 9141-1989, ISO-9141-Special (for Case). Flashes green for bus traffic.

FIG 26

Dearborn Group DPA III		
		3 ⊕ (D6)
Mode	Power	
2 ⊕ (D8)	1 ⊕ (D1)	4 ⊕ (D5)
		5 ⊕ (D7)

**Note:** Characters within parenthesis refer to schematic designations (Fig.17).